

## GASOLINE LEAK IS MOTOR BOAT MENACE

Neglect May Loose "Army of Kicking Mules" on Owner.

TANKS AND PIPING SHOULD BE WATCHED

Careful Testing Is Essential Before Placing Craft in Commission.

By H. CLIFFORD BROOKMAN, West Side Y. M. C. A.

A gasoline explosion can cause more trouble in one second than a kicking mule could cause in an hour, and the motor boat owner who neglects the matter of kicking mules on his boat waiting for the proper time and combination of circumstances to left fly their heels and tear things to pieces.

The proper time and the proper circumstances generally pop up when the boat is far from land and the life preservers are all "safely under lock and key" in the forward locker, where the force of the explosion makes it impossible to reach them. Generally when gasoline explosions occur the owner of the boat goes in one direction and the forward locker and the life preservers go the other.

How about that gasoline tank and piping of yours? Are they in good condition? If they are not there is a possibility that some nice afternoon this summer that army of mules will let out their heels, and you, with your guests, will have a long swim for shore, if not worse.

By all means test the tank and piping before you put the boat into commission. Don't use matches or a lantern to locate leaks. Air pressure is the only certain and safe way to ascertain the condition of tank and piping. Uncouple the feed pipe at the carburetor, then attach an air pump—a small hand bicycle pump will do well. Pump the tank and piping full of air. If they hold the pressure, or, in other words, if the air does not leak out, you may feel certain that everything is in good condition. But make certain that they hold the pressure for several minutes.

Gasoline tanks which feed by gravity have a tiny air vent in the top, generally in the middle of the screw cap. Get a friend to hold his finger over the vent while you pump in the air.

Tanks which must have an air pressure to force the gasoline to the carburetor are easier to test. Uncouple the pipe at the carburetor and plug up the end of the pipe with a tight fitting cork or piece of wood. Then put on the pressure. If it holds there is nothing to fear.

If the equipment will not hold the pressure there is a leak somewhere. Get a piece of soap and put a rather of suds on all the piping joints. Then put on the air pressure and the presence of air bubbles will indicate a leak at the joints. If the leak is not there, put soap suds on the seams of the tank, and so on until you have found the weak spot.

If the leak is a bad one or if the tank is old, the safest thing to do is to get a new outfit.

It is a good plan to rig a drip can under your carburetor, so that it will catch all gasoline drippings. It will prevent gasoline from getting into the bilge of your boat.

Many explosions are caused by gasoline in the bilge water. The gasoline floats on the surface of the water, and the rocking of the boat, even when at anchor, tosses it about and mixes it with air. The result is a highly explosive mixture and a match or lighted lantern will do the rest.

It would be a good thing to pay a little attention to your boat if it is still on shore. Be certain that there is a circulation of air through the hull, and also the cabin if you have a cabin boat. The hot sun beating down on a boat will make it like an oven under the canvas covering or in the cabin.

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## CRUISING POWER BOATS WHICH ARE SURE TO BE HEARD FROM BEFORE SEASON COMES TO AN END



W. M. CHESEBROUGH'S 46-FOOT CRUISER SEAWAY.

H. H. GORDON, JR.'S, MYRTLE, WINNER OF SIXTEEN CUPS FOR LONG DISTANCE RACING.

### SCHOOLBOYS PLAY FAST LAWN TENNIS

Reach Semi-Final Rounds in Columbia Tourney—Twenty-nine Compete.

Quantity was lacking in the Columbia interscholastic lawn tennis tournament on the South Field courts yesterday, but the twenty-nine boys who entered the lists made up in the quality of their playing what they lacked in numbers.

The matches began in the early morning, and the final game in the third round was played off late in the afternoon, leaving the semi-final and the final rounds for decision on Wednesday.

The summaries follow:  
First round—Bodkin, Stuyvesant, a bye; Berry, Holbrook, bye; Hart, Holbrook, defeated Mulling, N. Y. Military Academy, 6-2, 6-0.  
Treat, N. Y. Military Academy, defeated A. Smith, Holbrook, 6-2, 6-4; Bismann, Pawling, defeated Hewitt, Stuyvesant, 6-3, 6-1.  
G. Smith, Holbrook, 6-1, 6-1; M. Taylor, Fordham Preparatory, defeated J. Taylor, Montclair, 6-4, 6-1.  
Harrison, Montclair, defeated Halstead, Erasmus Hall, 7-5, 6-3.  
Pounds, Erasmus Hall, defeated Truwell, Manual Training, 4-6, 9-7, 8-6.  
Bowman, Mount Vernon, defeated Moutin, Erasmus Hall, 6-0, 6-2.  
Healy, Loyola, defeated Truwell, Manual Training, 6-3, 6-2.  
Landsley, Blair Academy, defeated Halligan, Loyola, 6-0, 6-0.  
Kersey, Loyola, defeated Palmer, Blair Academy, 6-3, 6-2.  
Shaw, Bayonne, defeated Haynes, Horace Mann, 6-2, 15-15, 6-3.  
G. Donnell, Horace Mann, defeated Carter, Pawling, by default.

Second round—Bodkin, Stuyvesant, defeated Berry, Holbrook, 6-0, 6-0.  
Beckman, Pawling, defeated Hughes, Montclair, 6-2, 6-1.  
Treat, New York Military Academy, defeated Hart, Holbrook, 2-6, 7-5, 7-5.  
M. Taylor, Fordham, defeated Harrison, Montclair, 6-2, 2-6.  
Hawman, Mount Vernon, defeated Moutin, Erasmus Hall, 6-1, 6-1.  
Healy, Loyola, defeated Landsley, Blair Academy, 9-7, 6-3.  
Shaw, Bayonne, defeated Palmer, Blair Academy, 6-2, 3-6.  
G. Donnell, Horace Mann, defeated R. Donnell, Horace Mann, 6-1, 6-1.  
Third round—Bodkin, Stuyvesant, defeated Treat, New York Military Academy, 6-0, 6-0.  
Beckman, Pawling, defeated M. Taylor, Fordham, 6-4, 6-2.  
Hawman, Mount Vernon, defeated Healy, Loyola, 6-3, 6-3.  
Shaw, Bayonne, defeated Haynes, Horace Mann, 6-2, 15-15, 6-3.  
G. Donnell, Horace Mann, defeated Carter, Pawling, by default.

**Track Meet for Holy Cross.**  
Worcester, Mass., May 9.—Holy Cross beat Colby and Worcester Tech. in a triangular track and field meet here today, scoring 58 points to 53 for Colby and 15 for Tech.

Trowell, of Holy Cross, was the individual star winning the "100," the "220" and the broad jump.

### Power Boat Test Is Satisfactory to Seeley

Inspector Says Squadron Leaders Are on the Right Track.

TUGBOAT MEN ALSO COMMEND MOVEMENT

Boston Proposes Discipline for Any Member Who Disregards Signals.

"I am not only pleased, but surprised, at the remarkable strides that the United States power squadron has made in its movement to educate motor boat owners in the management of their boats," said Captain Seeley, supervising inspector of steamships for this district, at the meeting of the Hudson River division of the United States Power Squadron, held last Tuesday night in the clubhouse of the New York Motor Boat Club, 14th st. and the Hudson River.

"I do not feel at liberty," continued Captain Seeley, "to make an authoritative statement, but I will say that I think you motor boatmen are on the right track, and that if I was in the pilot house of any large river boat I would feel perfectly safe in the knowledge that any signals I might give would be properly answered by any motor boatman flying the ensign of the United States Power Squadron."

"I have listened to one of the applicants for admission to membership of the Hudson River division of the squadron, and I felt satisfied as to the character of the examination. I feel that any man who has passed successfully such an examination is fully qualified to manage a boat in these waters, or, for that matter, in any waters."

Captain Collier, who has been a licensed officer for more than twenty-five years, and who is well known by local tugboat men, said that the tugboat men he has talked with in regard to the squadron are in full accord with the movement, and

realize the effect that it eventually will have on practically all motor boats.

N. L. Stebbins, secretary of the United States Power Squadron, said that there was a movement on foot in Boston to have the United States Power Squadron authorized to see that all the boats belonging to the various squadrons are properly equipped and that any member reported by the captain of a larger boat for not obeying signals be brought before a board of examiners and made to give an account of himself.

### FINE BOATS BUILDING

J. W. Packard to Get a Teak Finished Runabout.

The Matthews Boat Company, of Port Clinton, Ohio, is building a 30x3 feet teak finished runabout for J. W. Packard, of the Packard Motor Car Company, for use on Lake Chautauque. This is one of the most handsomely finished boats of her type ever built, everything in the way of modern equipment, from the electric starter and electric lights to the upholstery, being provided for. High speed is not sought, as an engine of 25 to 35 horsepower capacity will be installed.

A duplicate of this boat, in mahogany finish, is being built for L. A. Carton, treasurer for Swift & Co., Chicago, for use on Lake Geneva, Wis. Another 30-foot runabout, with somewhat narrower beam, with the same motive power, is being built for Miss Alice Lloyd, the vaudeville actress, for use in England.

The Matthews Boat Company is also building for D. M. Shepley, of Sheldon Springs, Vt., a fine little cruiser, finished in mahogany, and arranged with galley, main cabin, motive power under hatch in cockpit and with all controls brought alongside the operator. The boat will be started by electricity.

The new hydroplane, Peter Pan VI, built for James Simpson by the Reliance Motor Boat Company, is being prepared for the water, and she will be seen trying out over the Riverdale mile this week. The date of the special match race between Ankle Deep and Peter Pan VI has not yet been announced.

### SAFETY FOR BOATS IN MOORING BUOYS

Care Must Be Exercised in Making the Selection of Anchorage.

The saying "the best insurance is a good mooring buoy" might be applied to a good mooring buoy. The ground tackle will undoubtedly save an owner many dollars and much worry by preventing his boat from taking a little cruise on its own account by dragging its anchor and either running foul of another boat or piling up on the beach.

In the case of a mooring buoy there is nothing so annoying as to be continually repainting spots where the buoy has scraped and dented the sides of the boat. This is particularly true if the boat is riding to a long mooring line.

Another important point to be considered in the selection of a mooring is getting one that will last the entire season and that is buoyant enough to stand up where there is a strong tide.

Cork buoys soon become waterlogged and set so low in the water that they are difficult to locate. Those of metal are liable to get punctured and sink. Wooden buoys with a galvanized iron rod running through the center are good and probably the most popular with motor boat owners on the Hudson, although they have to be pumped out from time to time. The trouble with these buoys is that if not properly protected they will very quickly "chew a boat up."

The cedar spar buoy also is popular, but it is liable to grind up the average sized motor boat and often becomes waterlogged, due to barnacles.

Following is a table of the weights and strength of the various sizes of rope and chain and the size of mushroom anchors to use with them for boats of different lengths in both protected and exposed anchorages:

Size diameter (inches)	Number per pound	Breaking strain (pounds)	Moored in harbor (feet)	Moored in exposed (feet)
1/4	4	4,000	20-25	16-20
3/8	2-4	7,000	25-30	20-25
1/2	2-4	9,000	30-35	25-30
3/4	2-3	11,000	35-40	30-35
1	1-3	14,000	40-50	35-40
1 1/4	1-2	18,000	50-75	40-50

Over-all length.

### HINTS FOR MOTOR BOATS

Larger Carburetor Sometimes Gives Greater Speed.

The use of a carburetor half an inch larger than that with which the engine was equipped when it was purchased has often been known to give greater speed, especially on a two-cycle motor.

Many a motor boat owner has looked for a leak in his boat which is equipped with an outboard rudder. This generally is caused by an excessive amount of weight aft, which forces the stern down so that the pintle hole is under water when the boat is going at full speed.

This pintle hole, being above the normal water line, is not always perfectly caulked, and so when submerged may cause a leak which is hard to find, since with the boat at rest the hole will still clear the water. A good way to stop this leak temporarily is to pack wicking, candle wax or putty tightly around the hole.

The make-and-break system of ignition is hard on dry batteries. It is not generally known, however, that the batteries can be made to last much longer if the breaker points are adjusted so that they come in contact for only the shortest possible period. Current also can be saved by connecting two sets of coils and by not leaving the ammeter directly in the battery current for any length of time.

### Answers to Queries on Motor Boating

Motor Boat Editor:  
Do you consider a twin screw a good proposition for a 33 by 10 foot beam raised deck cruiser? It has two engines, 10-horsepower each, working on separate shafts. What are the advantages and disadvantages? A. S. H. Brooklyn, N. Y.

A boat of this size is too small to use a twin screw to advantage. You would probably get just as much speed from a single engine of about 15 to 18 horsepower, which also would give you more room in the cabin.  
On a larger boat a twin screw will work to advantage and give more speed.

## Four More Entries for Tribune Marathon Swim

Fitzpatrick, Basch, Casey and Scott Would Try for Distance Honors.

FIRST TWO LADS WITH SPEED AND STAMINA

All Boys Under Eighteen Must Be Accompanied Over Course by Relatives.

Entry blanks for The Tribune Marathon Swim of July 19 have been applied for by four more prospective starters: Benjamin Basch, of the Hunt's Point Athletic Club; William Casey, John W. Scott and Joseph Fitzpatrick.

Basch and Fitzpatrick are sixteen-year-old lads, but judging from their past performances they are likely to give trouble to some of their full grown rivals.

Basch last summer started from Battery, in Westchester, and swam across the Sound to the Long Island shore, covering between twelve and thirteen miles by the route the strong tide forced him to follow. He finished in good condition, and believes he can hold his own in the race from the Battery to Sandy Hook.

Fitzpatrick is an ambitious youngster who seems to have no fear of boys and men with reputations, as evidenced by the challenges he has issued to Eddie Snyder, the Brooklyn champion of endurance, and to Henry Ellonsky, the New London crack. He is a student of Public School 125, and besides winning honors in scholastic swimming and fancy diving he has shown speed and stamina in long distance tests against time.

The entry of these and other lads in their teens has urged upon the committee the advisability of making sure that their parents fully approve of their undertaking the long swim, and it has been decided not to allow any boy under eighteen to start unless accompanied over the course by some relative who will take place with The Tribune Inspector in the piloting rowboat and be near his charge throughout the contest.

No exception whatsoever will be made to this rule, so that those under the stated age who wish to compete should take steps in good time to secure the required escort.

Several letters having been received by the committee questioning the amateur standing of men scheduled to take part in The Tribune Marathon swim, the opportunity is here seized to make clear that all protests against likely contestants or inquiries regarding their eligibility must be taken up directly with the registration board of the Amateur Athletic Union, the members of which will investigate every case brought to their notice and pass judgment on it.

The Tribune has absolutely no authority to decide on such matters. Every entrant will be asked to furnish his registration number, and when the list is completed it will be submitted to the proper officials for approval. Their verdict will be final in so far as the committee is concerned.

Raymond Boyle, of the Pittsburgh Athletic Association, one of the favorites for the Sandy Hook race, has taken residence in New York and will train for the race over the course. William Boehm, instructor at the Illinois Athletic Club, of Chicago, has seen Boyle in sev-

eral long distance swims and believes will make a strong bid for honors. Boyle also stated a few days ago that he visited this city with the Illinois team, that there was every prospect of his pupil, Michael McDermott, on hand for The Tribune contest. McDermott is the present ten-mile swimming champion of the Amateur Athletic Union. He won the title last year in the Mississippi River.

An interesting letter comes from Francisco, of the Olympic Club, of San Francisco. He says:

"I have read of the Sandy Hook swim to be held by The Tribune next July and am very anxious to start in it, for a good time. I would suggest that the committee communicate with the athletic board of the Olympic Club at the earliest convenience, that arrangements may be made for the trip East in case it is decided to enter me."

Pomeroy is the one-mile champion of the Pacific Coast, and has some remarkable long distance performances to his credit, including the dangerous swim around the Seal Rocks, in San Francisco Bay.

### ILLINOIS A. C. MEN SWIMMING STARS

Showing Made by Hebler and His Team Feature of the Indoor Season.

One of the striking features of the indoor swimming season just closed was the clean sweep made in the state championships by the relay team of the Illinois Athletic Club, of Chicago, made up of Harry Hebler, Perry McGilivray, William Vosburgh and Arthur Ralston.

This remarkable quartet captured the first place and several seconds and medals in all the free-style titular events. Hebler was the most prolific winner of the four, taking the 100, 220 and 440 yard dashes and scoring in the 150 yard dash. He also was returned to the 150-yard back-stroke swim. Two national and two world's records went to his credit.

McGilivray finished a close second in the three races which he entered, and established new American records in the 100, 220 and 440 yard sprints, and equaled the international record mark for the 100 yard dash.

As a fitting climax to these high performances, the four men, swimmers as a team, defeated all comers in the first national relay race and shared the former world's record under conditions which assure the recognition of a new standard by the International Federation, for every obtaining time is strictly observed.

The race was held in the regular twenty-five-yard bath of the New York Athletic Club last Monday. The entrants wore full suits and four relay men timed the race.

### Kennel Club Meetings

The regular quarterly meeting of the American Kennel Club will be held on Tuesday, May 12, at 2 o'clock. The same day, following the adjournment of the delegates' meeting.

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2. Fred Dickas, Detroit, Mich.	Packard, Geo. D. Colesman	13,400
3. W. Mann, Victoria, B. C.	Callahan, Geo. N. Pacific Ry.	13,261
4. Darwin Aldrich, Erie, Pa.	Ford, Geo. D. Clarke	12,983
5. Richard Grenfell, Ironwood, Mich.	Ford, Oliver Iron M. Co.	12,400
6. Wm. H. Bodine, New York	Peelers, Bryant Motor Service	12,391
7. A. Nelson, Brooklyn	Pierce Arrow, Wallace L. Jones	12,200
8. H. von der Hyde, Jacksonville, Fla.	Michigian "40", Oscar Sewald	11,500
9. John Smith, Brooklyn	Packard, Frank Bailey	11,372
10. K. J. Byron, Littleton, N. H.	Pierce Arrow, Geo. H. Tibbitt	11,200
11. Alfred C. Smith, Springfield, Mass.	Cadillac, Oliver A. Smith	10,440
12. Wesley Dunaway, Seattle, Wash.	Winton, Harrison Beltrick	10,340
13. Walter Wolf, Chicago	Packard, M. D. Ormrod	9,872
14. James Murray, New Haven, Conn.	Loonerville, Mrs. D. S. Gamble	9,840
15. K. Vlasbom, Grand Rapids	Spruaker, Chas. Franklin Co.	9,840

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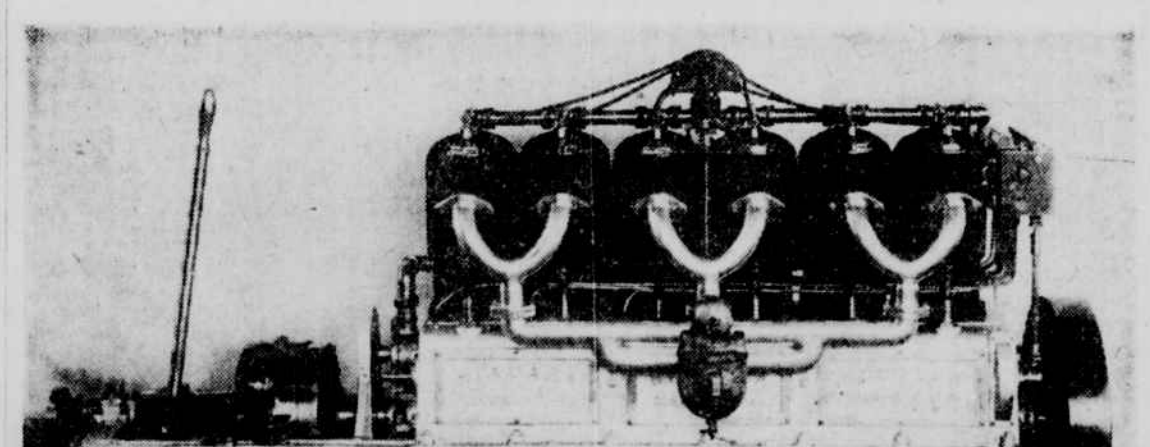
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